

Mails.

To-day's Advertisements.

To-day's Advertisements.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIK PORTS;

ALSO

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Hills
of London for the principal places in
RUSSIA.

ON SUNDAY, the 20th day of January,
1889, at 10 a.m., the Company's
Steamship BAYER, Captain MERRILL,
with MAILED, PASSENGERS, SPECIE,
and CARGO, will leave this port above,
calling at GENOA.

Shipping Orders will be granted till
Noon, cargo will be received on board
until 4 p.m. Specie and Parcels until 1 p.m.
on the 19th January, 1889. (Parcels are
not to be sent on board; they must be
left at the Agency's Office.) Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Steward.

For further Particulars, apply to
MELCHERS & CO.,
Agents.

Hongkong, December 22, 1888. 2176

Occidental & Oriental Steam-
ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship GABRIC will be
despatched for San Francisco, via
Yokohama on SATURDAY, the 26th Inst.,
at 1 p.m.

Connection being made at Yokohama,
with Steamers from Shanghai and Japan.

All Parcels should be marked to
address in full; and same will be received
at the Company's Office, until 9 p.m.
the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco \$300.00
To San Francisco and return 360.00
available for 6 months 320.00

To Liverpool 325.00

To Paris 330.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service and
the Imperial Chinese Customs, to be
obtained on application.

Passengers by this Line have the option of
proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare,
embarking at San Francisco for China or
Japan (or vice versa) with one year will be
allowed a discount of 10%.

This allowance does not apply to through fares from China
and Japan to Europe.

Canadian Passengers to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Collector
of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50a, Queen's Road Central.

O. D. HARMAN,
Agent.

Hongkong, January 3, 1889. 43

CANADIAN PACIFIC STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA,
2,558 Tons Register, AULD, Com-
mander, will be despatched for VANCOU-
VER, B.C., via KOBE and YOKOHAMA,
on THURSDAY, the 7th February, at
3 p.m.

To be followed by the S.S. PARTHIA,
on the 7th March, and S.S. ABYSSINIA,
on the 4th April.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with San Fran-
cisco and Pacific Coast Points by the
regular Steamers of the Pacific Coast
Steamship Company and other Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria, Mex. \$160.00

To San Francisco 175.00

To all common points in Can-
ada and the United States 230.00

To Liverpool 300.00

To London 305.00

To other European points at proportionate
rates. Special reduced rates granted to
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Hongkong, January 10, 1889. 52

WASHING BOOKS.
(In English and Chinese.)

WASHING BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE,

20, Queen's Road Central.

THE AUSTIN ARMS HOTEL AND
BUILDING COMPANY, LIMITED.

A General MEETING of the Company
will be held at the Temple Officers
22, Queen's Road Central, on FRIDAY, the
18th Instant, at 4 o'clock in the Afternoon,
in accordance with the Provisions made
in the Company's Ordinance 1 of 1877.

JOHN ANDREW,
Secretary.

Hongkong, January 15, 1889. 80

LOST.

A SMALL White DOG, answering to the
name of Flossie. White and curly,
with brown ears, and three brown spots on
the back. Kindly return to

'CHINA MAIL' OFFICE.

Hongkong, January 15, 1889. 82

PUBLIC AUCTION.

THE Undersigned has received instruc-
tions to sell by Public Auction, on
SATURDAY,

the 19th January, 1889, at 2 p.m., at his
Sales Rooms, Queen's Road,—

SUNDAY

HOUSEHOLD FURNITURE, &c.,
comprising:—

REF-COVERED DRAWING-ROOM SUITE,
BLAK-KNOED MARBLE-TOP CENTRE
AND TABLE, CHINOSERIE COVERED COUCHES
AND CHAIRS, CHINOSERIE GLASSES, PICTURES,
DINING TABLE, SIDEBOARD, WHATNOTS,
CHOCOLERY, GLASS AND PLATED PLATE,
DINING-ROOM CHAIRS, GLASS UOON CASE AND
WRITING TABLE.

DOUBLE AND SINGLE IRON BEDSTEADS,
WARDROBES, WARDROBE WITH GLASS DOOR,
CHEST OF DRAWERS, MARBLE-TOP TOILET
TABLE AND WASHTABLE.

A COTTAGE PIANO, ONE JINRICKSHA,
&c., &c.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, January 15, 1889. 83

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates
for NINGPO, CHIEFOO, NEW-
CHIANG, TIENTSIN, HANKOW and
Ports on the YANGTZE.)

The Co.'s Steamship

GLOUCESTERS,

Capt. HANNAH, will be
despatched as above on

THURSDAY, the 17th Inst., at Daylight

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, January 15, 1889. 42

FOR SHANGHAI.

The Steamship

AMOY,

Capt. KÖHLER, will be
despatched for the above

Port on THURSDAY, the 17th Instant, at
4 p.m.

For Freight or Passage, apply to

SIEMENS & CO.

Hongkong, January 15, 1889. 70

THE SCOTTISH ORIENTAL STEAM-
SHIP COMPANY, LIMITED.

FOR BANGKOK (DIRE YT).

The Company's Steamer

Phra Chula (Chom Kao),

Captain A. BENSON, will be
despatched as above on or about the 30th Inst.

For Freight, &c., apply to

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, January 15, 1889. 79

FOR NEW YORK.

The Steamship

Duke of Westminster,

Capt. REYNOLDS, will be
despatched for the above

Port on the 31st Instant.

For Freight or Passage, apply to

ADAMSON, BELL & CO.,
Agents.

Hongkong, January 15, 1889. 77

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ZETLAND LODGE.

No. 525.

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was that the members who contributed to the programme should deal with those subjects about which they knew most, and with which they were most familiar. Therefore 'shop' was not to be tabooed; it was to be encouraged. When they heard a member talking 'shop' the prediction was that he was speaking about something that he knew, and he would be able to interest the audience in that way than if he had only read up some other subject and put the result of his reading laboriously together. Well, people might ask him what he had to do with the Anglo-Saxon race. He had a great deal to do with them; first in pointing out to them the composition of their bodies and then in pointing out to a number of them how their diseases were to be dealt with. He presumed most of his audience belonged to that race, and he could assure anybody who did not that the most interesting race to consider was the Anglo-Saxon race.

The discussion went on to trace the early history of the race and its various migrations. When they went across to Britain they encountered widely different conditions from those which the earlier immigrants to Italy and France met with.

They found a hard land and a hard people. They found the Celts there, a people differing from themselves in many respects. The Celts were Christians; that was one great difference. Another was that they were town dwellers; they collected together in villages and hamlets. The Saxons did not live in towns and villages, they dwelt in the country and each man cultivated his own plot of land. These across and over was their style (laughed). That was the hardy Celts who made men of the Saxons.

These characteristics remained distinct, and they were so to this day. Let the ancient boundary line of the southern Saxon kingdom be kept in mind while the political map of the United Kingdom was examined and the influence of those racial characteristics would be plainly seen at the present moment. The Celts were the Liberals and the Saxons were the Conservatives to-day. There was the same difference in the matter of religion. The Anglo-Saxons had the Anglican Church and the rest of the country had their own creeds. The Anglo-Saxons, the Conservatives, at the present moment, were holding England against Scotland, Ireland and Wales, and were still fighting their neighbours, the Irish, Welsh and Scotch. It had to be proved which was the better. After speaking at some length on the spread of the Anglo-Saxon race over the globe from England, and of the position of the race in America and Australia, the lecturer went on to show the influence of climate and temperature upon them, remarking that the people of Anglo-Saxon stock would be found living and showing the most salient characteristic of the race in places as near as possible to the temperature of the country from which they started. But the race suffered physical degeneration when removed from the climatic conditions of their native land. Those who had distinguished themselves in athletics would be found to be the children not of Australians but of English parents. The typical American was a 'long, gaunt, raw-boned, dyspeptic-looking man.' They had not good stomachs, and no race could get on without good stomachs. Thinking Americans were seriously alarmed for the future of their race, and were filled with doubt as to how it would go on. Australians born of English parents looked upon Australians of the third generation as totally distinct from themselves, and not only so, but as an inferior race. Was this Anglo-Saxon race to continue to hold its own? For being a agricultural people they had become Englishmen, a race of town-dwellers. He need not remind his audience that he was born in London, which was considered one of the healthiest cities in the world, a third generation of town-bred people was unknown. Such was the effect of town life on the race. Against this deteriorating influence they had the fondness for sports which was now so widely diffused among the youth of the country—cricket, football and athletics of all kinds; and while this lasted there was little chance of Englishmen, of the middle classes at least, sinking into the condition of the dyspeptic race of America. England was the proper home of the race. The English were still produced in the full force of strength and agility but had been equalled in the past. The Anglo-Saxon race had found their home in England, and so long as they kept their love for athletics and outdoor sports of all kinds, England would produce men who would be able to hold their own against those of any other part of the world (applause).

On the motion of the President a cordial vote of thanks was awarded to Dr. Caldwell for his lecture. It was announced that at next meeting a lecture would be delivered by Mr. Francis, Q. C.

SOLDIERS AND SAILORS READING AND REFERESHMENT ROOMS.

The following is the balance sheet of the Soldiers and Sailors' Reading and Refreshment Room, 127 Queen's Road East.

JULY TO DECEMBER 1888.

Dr.

Balance in hand	... \$ 85.69
W. J. Astley, Esq.	10.00
Mr. J. T. Turner	... 15.30
Mr. Pieres	6.57
Cash taken	... 195.27
	\$330.69

J. A. TURNER, Secretary.

SUPREME COURT IN SUMMARY JURISDICTION. (Before His Honor Mr. J. J. Leach, Acting Puisne Judge.)

Tuesday, Jan. 15.

DOBREJEE NOBRE V. THE STEAM LAUNCH CO.—THE COLLISION BETWEEN RIVAL FERRY-LAUNCHES.

This is a claim for \$292, damages alleged to have been sustained by the plaintiff's steam-launch *Morning Star*, by collision with the defendant's company's launch *Pioneer*, which occurred in Hongkong harbour on the 6th October last. Mr. Caldwell appeared for the plaintiff, and Mr. Francis, Q. C., instructed by Mr. Holmes, for the defendants. The petition set forth that the *Morning Star*, belonging to the Victoria Hotel, had rowed out of the Victoria Hotel at 5.10 p.m. on the evening of 6th October last, with all her lights in proper order. When the Hospital ship *Meane* saw the three lights of the defendant's launch, she was seen slightly on the port bow and about 400 feet distant, having previously been obscured by the *Morning Star*. To avoid a collision the *Morning Star* was put to port, but notwithstanding this the *Pioneer* was put to starboard, with the result that she collided with the plaintiff's launch, causing

able he slowed round a little to ease the strain.

G. D. Scott, who was also a passenger on the *Pioneer* at the time of the collision, said:—

I was sitting on the port side facing east. I noticed the *Morning Star* when we were about 250 yards out. She was coming towards us in a line which if kept would have led to a direct collision between the two vessels. When the collision was seen to be imminent, the head of the *Pioneer* was brought about four points to port, the *Morning Star* turned completely round and I saw her three lights for a moment. That was probably a minute before the collision. As she kept turning the green light passed out of sight and we saw the red light. Our head was thrown off to the east. I could not say whether the course of the *Pioneer* was altered before the collision because of the time I was watching the coming lights.

Mr. Caldwell said the case was one in which could not be brought in Admiralty. The following evidence was then called:—

Kwook Ayau said he was a passenger on the *Morning Star* ferry-boat. He had been employed in the ship for eight months. I was on board the vessel on the 6th October, at 4.15 p.m., on that date the *Morning Star* left Pudding's Wharf for Tsim-tsun-tau. On the way across we met a steam launch. We were then a little off the stern of the *Morning Star*. We could not see her before because the *Meane* was in the way. I saw three lights on the launch. She was then about forty cheong distant. I don't know what the name of the launch is. We blew the whistle when we saw the other launch. I put the *Morning Star*'s wheel to starboard. The other launch was further to starboard than the *Morning Star*. We were still approaching each other when we slowed down and then reversed our engines. In a minute-and-a-half after we reversed, the vessels came in contact. The starboard side of the *Pioneer*, a little in front of the funnel, came in contact with our bows. At the moment of the collision we were reversed with plenty of room between them. The *Pioneer* held steadily on her course, and that which brought about the risk of a collision and finally resulted in the collision was the *Morning Star*. The *Pioneer* was then turned the side of the *Morning Star* which she went astern. The other vessel was then turned the side of the *Pioneer*. We quite often had to stop and wait straight on. The bows of the *Morning Star* were injured. I was the helmsman who made men of the *Saxons*. We were still fighting those neighbours, the Irish, Welsh and Scotch. It had to be proved which was the better. After speaking at some length on the spread of the Anglo-Saxon race over the globe from England, and of the position of the race in America and Australia, the lecturer went on to show the influence of climate and temperature upon them, remarking that the people of Anglo-Saxon stock would be found living and showing the most salient characteristic of the race in places as near as possible to the temperature of the country from which they started. But the race suffered physical degeneration when removed from the climatic conditions of their native land. Those who had distinguished themselves in athletics would be found to be the children not of Australians but of English parents. The typical American was a 'long, gaunt, raw-boned, dyspeptic-looking man.' They had not good stomachs, and no race could get on without good stomachs. Thinking Americans were seriously alarmed for the future of their race, and were filled with doubt as to how it would go on. Australians born of English parents looked upon Australians of the third generation as totally distinct from themselves, and not only so, but as an inferior race. Was this Anglo-Saxon race to continue to hold its own? For being a agricultural people they had become Englishmen, a race of town-dwellers. He need not remind his audience that he was born in London, which was considered one of the healthiest cities in the world, a third generation of town-bred people was unknown. Such was the effect of town life on the race. Against this deteriorating influence they had the fondness for sports which was now so widely diffused among the youth of the country—cricket, football and athletics of all kinds; and while this lasted there was little chance of Englishmen, of the middle classes at least, sinking into the condition of the dyspeptic race of America. England was the proper home of the race. The English were still produced in the full force of strength and agility but had been equalled in the past. The Anglo-Saxon race had found their home in England, and so long as they kept their love for athletics and outdoor sports of all kinds, England would produce men who would be able to hold their own against those of any other part of the world (applause).

Re-examined by Mr. Caldwell.—After the other vessel changed her course I saw the three lights, and immediately before the collision I saw only her green light.

Young Chan Kwong, one of the crew of the *Morning Star*, said he was keeping a lookout on the evening of the collision. He gave substantially the same account as the plaintiff as to the occurrence of the collision, and that when he first saw the lights of the *Pioneer* he had the *Morning Star* on our starboard bow. First I saw the white light of the *Pioneer*, then the red light, and afterwards the green light. I then changed the course while we were passing the *Morning Star*. If we had both gone on without changing our course it was the duty of both vessels to port. In porting the *Morning Star* obeyed the law, whereas the other vessel disobeyed the law in starboating. It was the duty of the *Pioneer* in any circumstances to stop and reverse when there was actual danger of a collision, but instead of doing this she kept on at full speed.

His Lordship said he would take time to consider his judgment.

A CHINAMAN ON WESTERN CUSTOMS.

The Desultory Notes on Western Customs by a travelled Chinaman is perhaps most interesting when it deals with the treatment accorded to the western female. It isn't so much that the author's facts are ludicrously wrong as that they are ludicrously right; he describes manners and habits familiar to us all over our lives with a naive air of discovery much as Sir John Lubbock might extol on the proceedings of a new and not uninteresting variety of ant. 'Husband and wife will walk arm in arm along the street, and nobody minds it; a husband may perform any kind of task in his wife's presence, and no one will have the temerity to interfere.' The author, however, is not quite so far removed from the *Meane* as he is from the *Pioneer*. He did not see the *Pioneer* before she went astern. The *Morning Star* was a little off the stern of the *Meane*. The *Morning Star* had put to starboard before the *Pioneer* was seen.

Young Asau, engineer on the *Morning Star*, also gave evidence.

E. Xavier, fare-collector on the *Morning Star*, said the lights of the *Pioneer* were not seen until the *Morning Star* was about ten yards past the stern of the *Meane*. When the two vessels were then about bow to bow, the *Morning Star* changed her course to right and then the red light. I then changed the course while we were passing the *Meane*. If we had both gone on without changing our course it was the duty of both vessels to port. In porting the *Morning Star* obeyed the law, whereas the other vessel disobeyed the law in starboating. It was the duty of the *Pioneer* in any circumstances to stop and reverse when there was actual danger of a collision, but instead of doing this she kept on at full speed.

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Young Asau, engineer on the *Morning Star*, also gave evidence.

E. Xavier, fare-collector on the *Morning Star*, said the lights of the *Pioneer* were not seen until the *Morning Star* was about ten yards past the stern of the *Meane*. When the two vessels were then about bow to bow, the *Morning Star* changed her course to right and then the red light. I then changed the course while we were passing the *Meane*. If we had both gone on without changing our course it was the duty of both vessels to port. In porting the *Morning Star* obeyed the law, whereas the other vessel disobeyed the law in starboating. It was the duty of the *Pioneer* in any circumstances to stop and reverse when there was actual danger of a collision, but instead of doing this she kept on at full speed.

His Lordship said he would take time to consider his judgment.

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Intimations.

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THE CHINA REVIEW.
PUBLISHED BI-MONTHLY,
TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries on China and Japan," has reached its Fourteenth Volume. The Review discusses those topics which are uppermost in the minds of students of the Far East, and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Philosophy, Political Economy, History, Literature, Mythology, Natural History, Antiquities, and Social, Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Travel, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be more generally useful.

The Review department receives special attention, and endeavours are made to present carefully and concisely records of Literature on China, etc., and give critical embodiements of the most recent works on such topics. Authors and Publishers are requested to forward works to "Editor, China Review," care of China Mail Office.

The Notes and Queries are still continued and form an important means of communication and diffusion among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are read by the members of the Review, Consular, the Imperial Chinese and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is assiduously cultivated. Amongst the regular contributors are Drs. Chalmers, Elliot, Bache, and Hirth, Professor Leyte, and Messrs. Balfour, Waters, Stent, Phillips, MacIntyre, Groot, Jamison, Faber, Kopsh, Parker, Playfair, Giles, Pitton, and Taylor,—all well-known names, indicative of sound scholarship and thorough mastery of their subjects.

The Subscription is fixed at \$6 50 per annum, postage included—payable in advance.

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OPINIONS OF THE PRESS.

All our learned societies should subscribe to this scholarly and enterprising Review.—Northern Christian Advocate (U.S.)

The China Review *** has an excellent table of contents.—Celestial Empire.

The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers.—Celestial Empire.

This number contains several articles of interest and value.—North-China Herald.

The China Review for September-October falls in with the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable book. Micro-eclogists will find an interesting and valuable contribution by Dr. Fritsche, on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include a most generous and appreciative review of "The Divine Classic of Nan-Hua," and the Notes and Queries are equally very interesting.—North-China Herald.

A substantial and reliable Review which all students of China and the Chinese would do well to patronize.—Chrysanthemum.

The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on "The New Testament in Chinese" treats of a question that must necessarily be of great importance in the eyes of all missionaries.—Mr. H. A. Giles.

Parker's "Short Journeys in Szechuan" is continued, and a goodly instalment of these travels in the interior of China is given. Mr. F. H. Bacon contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with interest by students of Chinese history.

A few short notices of New Books and a number of Notes and Queries, one of which is "Our Chinese: China in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number.—H. K. Daily Press.

Trubner's "Oriental Record" contains the following notice of the China Review:—

The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the "Cicada Review." The great degree of attention that has been bestowed in recent years upon the investigation of Chinese literature, antiquities, and social developments, to nothing of linguistic studies, has led to the accumulation of important stores of information, rendering such a channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, amongst whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their professional attainments.

Some extracts from Chinese novels and plays are marked by both country and freshness of style; and an account of the career of the Chinese post-statesman of the eleventh century, Su Tung-po, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, it is carried out with punctuality and detail; we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the life-time of its predecessor in the field, and that the China Review may receive the support necessary to insure its continuance.

Mr. Andrew Wind,
New Agent, &c.

21, PARK ROW, NEW YORK; is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Standard China Mail, and China Review.

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WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH.

MORNING & STAR.

RUNS DAILY as a Ferry Boat between Pudding's Wharf and Tsim-Tsui at the following hours:—This Time Table will take effect from the 12th DECEMBER, 1882.

LEAVES HONGKONG. LEAVES HONGKONG.

6.00 A.M. 6.15 A.M.

6.40 " 7.00 "

7.30 " 7.45 "

8.00 " 8.15 "

8.50 " 9.00 "

9.30 " 9.45 "

10.00 " 10.15 "

10.40 " 12.00 P.M.

12.30 P.M. 1.00 "

1.30 " 2.00 "

2.15 " 3.00 "

3.15 " 4.00 "

4.15 " 4.30 "

4.50 " 5.10 "

5.30 " 5.45 "

6.15 " 6.30 "

6.45 " 7.00 "

7.30 " 8.30 "

8.00 " 8.30 "

10.00 " 10.30 "

12.00 "

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

The Publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers.—Celestial Empire.

This number contains several articles of interest and value.—North-China Herald.

The China Review for September-October

falls in with the high standard of

excellence which characterizes that publication.

dangerous, perishable goods, articles

likely to injure the Mail. Liquids (unless

safely packed) or parcels easily crushed,

such as hand-boxes, are prohibited. No Par-

cel can be received if its value exceeds \$250.

A Parcel may contain a letter to the same

address as that of the Parcel itself, or an-

other Parcel to the same address. No other enclosures are allowed.

With regard to inward Parcels, addresses

are requested to observe that the Parcel

Mail is not opened until the ordinary

distribution of letters, &c., is finished. The

postage on Parcels at home is 10d per lb.,

the Regulations are generally similar to

the above, and the Parcels are sent out and

delivered.

With regard to outward Parcels, addresses

are requested to observe that the Parcels

are not opened until the ordinary

distribution of letters, &c., is finished. The

postage on Parcels at home is 10d per lb.,

the Regulations are generally similar to

the above, and the Parcels are sent out and

delivered.

No compensation can be paid for more

damage to fragile articles such as portraits,

watches, handsomely bound books, &c.,

which reach their destination, although in

a broken or deteriorated condition.

MISSENT or Delayed Correspondence.

When correspondence has been missent

or delayed (both of which are liable to

happen occasionally) all that the addressee

need do is to note on the cover, Sent to

or Received at 7 p.m., or, as the case

may be, and forward it, without any

delay, to the Postmaster General. This should be acted on the first

time of complaint occurs; it is a

mistake to let such matters pass for fear of

giving trouble, a course which generally

gives more trouble in the end.

4. That the Postmaster General is satisfied

that the loss occurred whilst the corre-

spondence was in the custody of the British

Postal administration in China, that it was

not caused by any fault on the part of the

sender, by destruction by fire, or shipwreck,

or by the dishonesty or negligence of any

person not in the employment of the

Hongkong Post Office.

5. Compensation can be paid for more

damage to fragile articles such as portraits,

watches, handsomely bound books, &c.,

which reach their destination, although in

a broken or deteriorated condition.

6. It must be understood that the above

mentioned classes of correspondence will

inevitably be delivered at places of business

unless special arrangement is made for

delivery at private houses. Such arrange-

ments may be only made subject to the

General work of the Post Office.

Handbills at the Posts of China may

deliver them to the Post Office unopened,

the postage being then charged to the

sender's account. Each batch must con-

sist of at least ten.

Bothholders may also send Patterns

to the same places in the same way.

Envelopes containing Patterns may be

wholly closed, if the nature of the contents

permits, or stated to the Postmaster

General, as he may consider necessary,

and approved by him. Printed Circulars may

be issued weekly at a price of 1d.

Bothholders will be required to pay

the postage on these.

The Post Office declines all responsibility

for Unregistered Letters containing

Bank Notes, or Jewellery and, &c., &c.

Registration is directed to be